

PRIVILEGED & CONFIDENTIAL – JOINT DEFENSE WORK PRODUCT

**Eldon Hopkins**

Notes by Steve Schell

10/27/10 (with additions from call on 10/29/10)

As edited by Mr. Hopkins on 11/9/10

Stephanie Heldt and I met with Eldon Hopkins on October 27, 2010 at the conference room of the Burgard office.

Mr. Hopkin's address is 19600 N.W. Morgan Rd., Portland, OR 97231 (out Highway 30 toward Scappoose), and his telephone number is 503-621-3053 (no e-mail). However when he was working he lived on N. Calhoun Street in St. Johns.

After growing up in Iowa and Nebraska, Mr. Hopkins came to Oregon and went to work at Burgard for Beall Pipe and Tank Corp. in 1967. He knew Johnny Beall and Franklin Beall. He has worked at the Burgard site for his full 42 years of working life. During at least part of his work time he had responsibility for fab. Mr. Hopkins became a foreman and part of management in 1977 and retired in 2009.

He provided several documents and Ms. Heldt made copies, attached hereto. He has an advertising brochure showing sizes of Beall Pipe & Tank Corp. "pipe manufacturers for over 75 years" and indicating a specialization in irrigation pipe. There is a list of 31 employees with employee numbers, certain dates and telephone numbers (the last entry appears as 8-18-80). There is a copy of a newspaper clipping showing pipes spilled on the eastbound lanes of the I-80N freeway at the 102nd exit. There is an undated article, after the L.B. Foster 1976 acquisition of Beall that reports that under "general manager" Bill Tagmyer, "Beall Pipe & Tank Corp. has taken a more aggressing posture in world pipe sales." There is a photo of a forklift moving a pipe with fins that refers to it as "manufactured in the Tacoma plant of L.B. Foster Co, parent of Portland's Beall Pipe & Tank Corp." There is another document "Foster Review, Volume 8, Number 1, 1982," but a scan shows that L.B. Foster was producing products similar to those produced at the Burgard site, and they were used all over the U.S.A. Other than that, this document does not appear significant.

In the brochure there is a picture showing the name "Beall Pipe and Tank" on the bays. He used the brochure picture to show the location of the asphalt dip tank at the center of what is now Bay 9. He pointed to a superstructure and said there were two tubes, one being a heater. There were cranes to lower pipe into the tank.

Also in the picture, Mr. Hopkins pointed to an area immediately to the southeast of Bay 1, where an oil storage tank existed, which was removed in 1970. It is possible to see the shed where this tank was located.

Early in his employment, Bay 4 contained the facility for making riveted culvert and spiral pipe culvert with crimped edges.

Pipe coating was accomplished at the smokehouse, now called the lining and coating building. Both asphalt and coal tar were applied to pipe in the smokehouse.

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For many years there was a shed across the road from the southeast corner of the bays where used oil and a 2000 gallon aboveground storage tank were housed. It can be seen in the old Beall pictures (see picture in brochure).

L.B. Foster ran things in its own name. Its operations superintendent was Bill Horton. He was in that position for the time L.B. Foster had an interest in the Burgard site and operations.

As foreman and part of management, from about 1977 through 1982, Mr. Hopkins reported directly to Bill Horton, the superintendent of operations.

Mr. Hopkins retired in 2009, after 42 years of service at Burgard. During his tenure he contributed to the L.B. Foster retirement plan, and he received shares in L.B. Foster (which he still has and will provide a copy of the certificate to us).

Beall Transliner operated out of Bay 1 for many years. This operation was moved in the mid-1970s. By 1980, they were entirely out of Bay 1. Beall bought property in Rivergate and move the Transliner operation there.

When the operations were consolidated the current spiral pipe making machine was returned to the Clackamas facility and replaced an older machine.

The Union Carbide site is above gradient from the Northwest Pipe site. It was a smelly place. It made Ferromanganese, Carbide (Carbide?), Silicomanganese. Mr. Hopkins believes it was the cause of cancer downwind in the North Portland neighborhood. During a strong rain event, the storm sewer coming off the Union Carbide plant would overflow the line and sheet flow would penetrate the Northwest Pipe area and get in the catch basins inside the southeast corner of the bays. Mr. Hopkins caused his office to be built in the upstairs of Bay 2 because it would not suffer floods from Union Carbide. The catch basins in the bays have been capped now.

During the 1980s, there was a strike brought by the boilermakers. Mr. Hopkins was a foreman. He was aware that somebody reported dumping contaminants in the drains inside the bays. He thought it might have been Bud Williams, a maintenance person and strong union supporter, but he is unsure of who that person was. Mr. Williams had originally come from the Clackamas plant when it closed. The allegation was and is untrue, says Mr. Hopkins.

In the flood of 1996, Mr. Hopkins noted when he came to work that the wood blocks under the steel rolls had moved and the rolls had been jumbled together. He wouldn't let his crew enter the area, but went in himself and replace the blocks to make the rolls safe. They steam cleaned the bays after the flood had left a muddy residue on the floor. He started from the east and steam cleaned toward the west because that was the direction of the ground slope. Others had trouble in their bays because they started on the other end. Further, rather than using portable sump pumps in the drains and catch basins, they used a hand shovel and wheel barrow; this made the process much less efficient and it took longer. Mr. Hopkins has a flood photo marked on the frame 2/6/96 showing a blue haze on the water in the Schnitzer area, and only brownish water on the Northwest Pipe property. Mr. Hopkins believes this picture proves that oily debris was on the Schnitzer property when the flood came and some of it washed on to the

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Northwest Pipe property. (Later, Mr. Gary Stokes said that aerial photo specialist Hugh Ackroyd took the picture that Mr. Hopkins has and Mr. Ackroyd's company could make additional prints).

Regarding the cement coated pipe, it had two mixers. There was a slurry pit lying between the slurry recapture facilities and the lining and coating building. The wash water would go into the pit and would settle out. Periodically an outside firm would come, clean out the pit and haul the excess away.

Mr. Hopkins said that periodically the Sample Port 3 area would plug up. The company would hire RotoRooter once every two years or so to come in and ream the pipe out and establish flow to Outfall 18. Mr. Hopkins said the storm water pipe leading to Outfall 18 and the cement slurry pit were not connected.

As a follow up, Mr. Hopkins called on October 29, 2010 to say that he had checked his papers. First, he got cash out from the L.B. Foster retirement plan; which means that he had been covered by that plan. Further, he has had shares of L.B. Foster Co. provided during his employment. While he has cashed out a portion of those shares, he still has a certificate for 57 shares. He was unable to locate any stubs from regular pay checks to establish whether Beall or L.B. Foster paid him. (he will arrange with Carol Grant to provide us copies of the documents he has). He said another man, Jack Nutt (now of Bend), also reported to Bill Horton (but I'm not sure what Mr. Nutt's function was). He also said that the manager of the tube mill operation during a portion of his employment was a Sam Ashcraft.

Added by Mr. Hopkins later- Jack Nut [sic] was foreman over shipping.